

REMARKS

This submission is in response to the Office Action dated June 6, 2003.

Reconsideration of the above identified application, in view of the above amendments and the following remarks, is respectfully requested.

Claims 1-2, 9-11, 13-16, 23, 25, 26, 28, 30 and 33-36 are currently pending.

The Examiner has objected to the specification on the basis that on pages 31-32, figures 10-17, 22 and 23 are not separately described. Applicants respectfully traverse this objection since Applicants contend that the present application complies with all applicable provisions governing the brief description of drawings section of the specification. For convenience, Applicants have amended the brief description of drawing figures to describe some of the figures separately; however, several figures are still grouped together, including figures 22 and 23, and Applicants respectfully submit that such grouping is proper and that Applicants are not aware of any requirement that each figure must be described separately. Withdrawal of this objection is in order in view of the present amendment and the foregoing comments.

Claims 13 and 23 have been amended in view of the Examiner's comments and it is believed that the objection should be withdrawn. Claims 9, 25, 28, and 33-35 have

been canceled and therefore, the objection to these claims is moot.

Claims 1, 2, 9, 10, 11, 13-16, 25, 26, 30 and 33-36 stand rejected under 35 U.S.C. 112, second paragraph. In view of the Examiner's comments, Applicants have amended the present claims and in view of the present amendment, the rejection should be withdrawn.

Claims 1, 2, 9, 10, 11, 13-16, 25, 26, 30 and 33-36 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Tabata et al. in view of Fujita et al.

Claim 1 has been amended to recite a power train wherein the engine and the electro-mechanical energy converter are separable from the transmission by means of a friction clutch. Applicants respectfully submit that no new additional matter is introduced by addition of this feature since the drawing figures and specification provide adequate support for its addition. More specifically, this feature can be seen in Figures 1a and 1b, each of which gives a synoptic view of the present invention.

Applicants respectfully submit that this feature in combination with the other features is neither disclosed nor suggested by the references. More specifically, such a feature is in no way obvious in view of the two references because this combination requires a holistic view of the energy concept of a power train. For example, the present power train combination can be used to perform operations that are neither disclosed nor made obvious in the cited references, regardless of whether they are considered individually or in combination. For example, at cold temperatures, the electro-mechanical

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energy converter can start the engine with the clutch disengaged, without having to drag the transmission along against the resistance of the thickened transmission oil. It is further possible to operate the vehicle in a "sailing mode", where the friction clutch is disengaged and the vehicle runs without engine power or without energy losses due to the drag torque of the engine.

In view of the present amendment to claim 1, Applicants respectfully submit that claim 1 contains one or more features that are neither disclosed nor suggested by the cited references, when taken alone or in combination. On this basis, Applicants respectfully request reconsideration and allowance of amended claim 1.

Claims 2, 9-11, 13-16, 23, 25, 26, 28, 30 and 33-36 should be allowed as depending from what should be an allowed independent claim 1, as amended.

Applicants contend that the present submission is fully responsive to the outstanding Office Action.

Respectfully submitted,

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